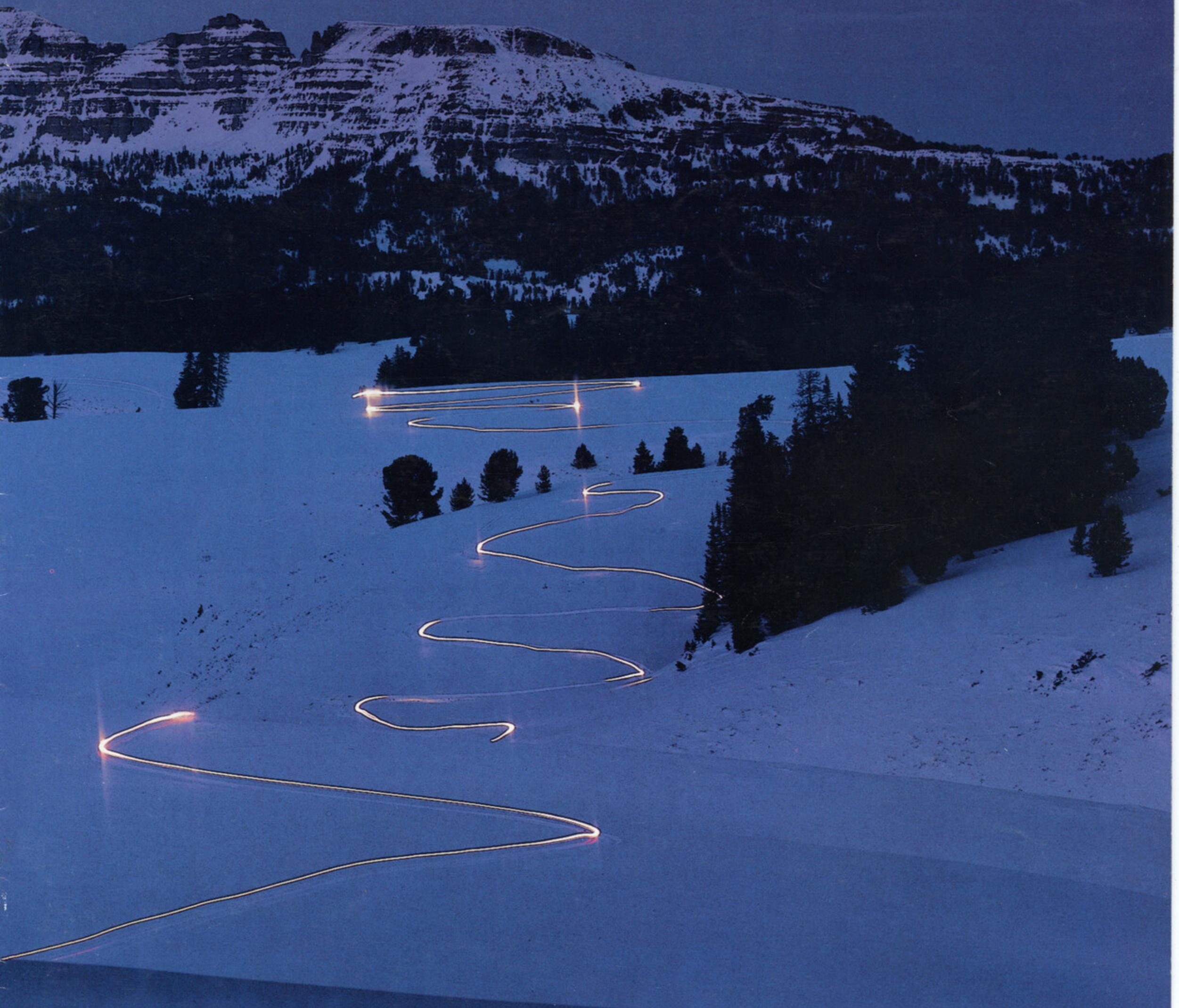


POLARISTM



At Polaris, we've never been conte

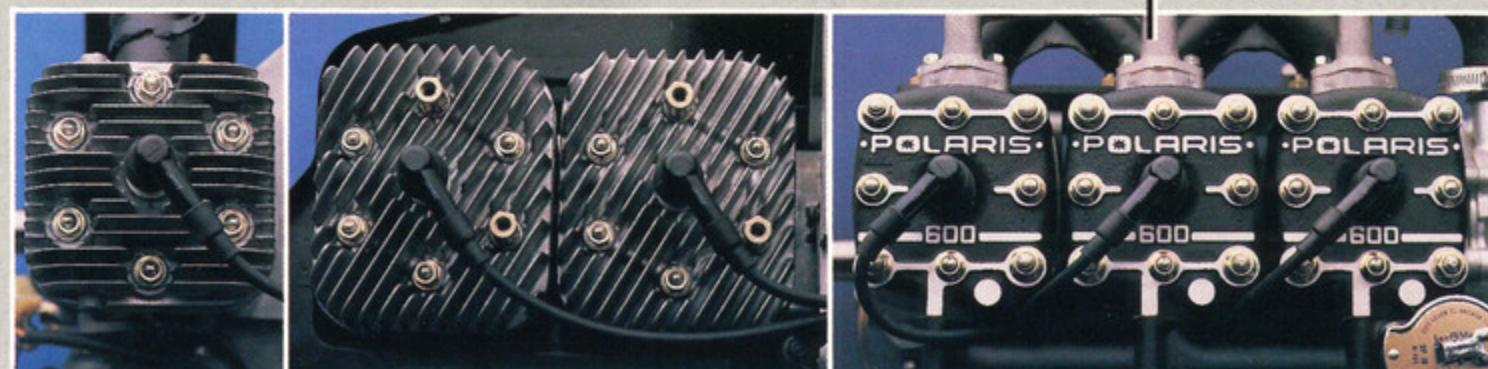
At Polaris, we have a reputation for building the fastest snowmobiles in the world. But in the process of keeping ahead of the competition, we've also come up with a lot of engineering firsts. So we not only outrun the competition. We outride the competition. And we outlast the competition.



On December 14, 1984, Coley Findlay of Boulder Junction, Wis., recorded his 100,000th mile snowmobiling. The last 60,000 miles, he rode Polaris snowmobiles. Including one season of 9,386 "trouble free" miles on a new Polaris Indy 400.



All Polaris snowmobiles have a true, long-travel rear suspension. It's completely adjustable, with 6 inches of vertical travel,* and extra suspension wheels for less hyfax wear in marginal snow conditions.



Polaris is the only snowmobile manufacturer building one, two and three cylinder engines. They are Polaris-designed Fuji engines. Powerful and dependable. All with Capacitor Discharge Ignition and convenient oil injection.

*5 inches of travel in the Star, Sprint 340 and Long Track.

Year after year, Polaris snowmobiles have led the race to fuel efficiency. In the fifth annual

ent just to outrun the competition.



Snow Goer Fuel Economy Run, for example, Polaris sleds took three out of the top five spots.

The Polaris clutch is the industry standard. Perfectly matched primary and secondary clutches are dynamometer tested for peak efficiency. Lightweight, torque sensitive and virtually maintenance free.

Seven years ago, Polaris IFS—Independent Front Suspension—revolutionized the front end of the snowmobile. Today, it's still the strongest, most successful front suspension made. In fact, no other suspension on the trail has more useable travel.

Only Polaris has a hydraulic disc brake. No cables to stretch. Just smooth, light-touch braking. Standard on all Indy models. Liquid-cooled in the Indy 600 and 600 LE.

Star. Even our lowest priced sled

While other snowmobile companies are making down-sized sleds, Polaris continues to produce a full-sized sled at a down-sized price. The Polaris Star has everything you need to get where you want to go. It's easy on the trail. Even easier on your budget.

Mfg. Suggested Retail Price	\$1,599*
Displacement	244 cc
Cooling	Fan Air
Number of Cylinders	One
Bore/Stroke	72 mm/60 mm
Carburetors	One Mikuni VM30SS-Slide
Brake Type	Mechanical Disc
Front Suspension	Monoleaf
Track Width	15 in. (38.1 cm)
Track Length	108 in. (274.3 cm)
Height, High Windshield (std.)	44.5 in. (113 cm)
Low Windshield (acc.)	37.5 in. (95.3 cm)
Length (incl. skis)	102 in. (259.1 cm)
Width	40 in. (101.6 cm)
Ski Center Distance	31 in. (78.7 cm)
Recommended Gas/Oil Mix	Oil Injection
Fuel Capacity	5.4 U.S. gal. (4.5 Imp. gal./20.5 l)
Tachometer, Speedometer	Accessories

Shown with accessory low windshield.

Long-travel rear suspension is adjustable. Extra suspension wheels reduce hyfax wear in marginal snow conditions.

Anyway you measure it—in ski stance, track width, even seat height—the Star gives you a full-scale ride.

For fuel economy, the Star shines, consistently winning top of its class in controlled fuel economy runs.

Quick-reading fuel and oil sight gauges.



Introducing the most powerful reason to

The only way people are going to know the new Polaris Sprint 340 or 340 ES is an economy sled is if you happen to tell them. But chances are they may never be able to catch up to you to ask.

Monoleaf suspension and heavy-duty shock absorbers smooth out the trail.

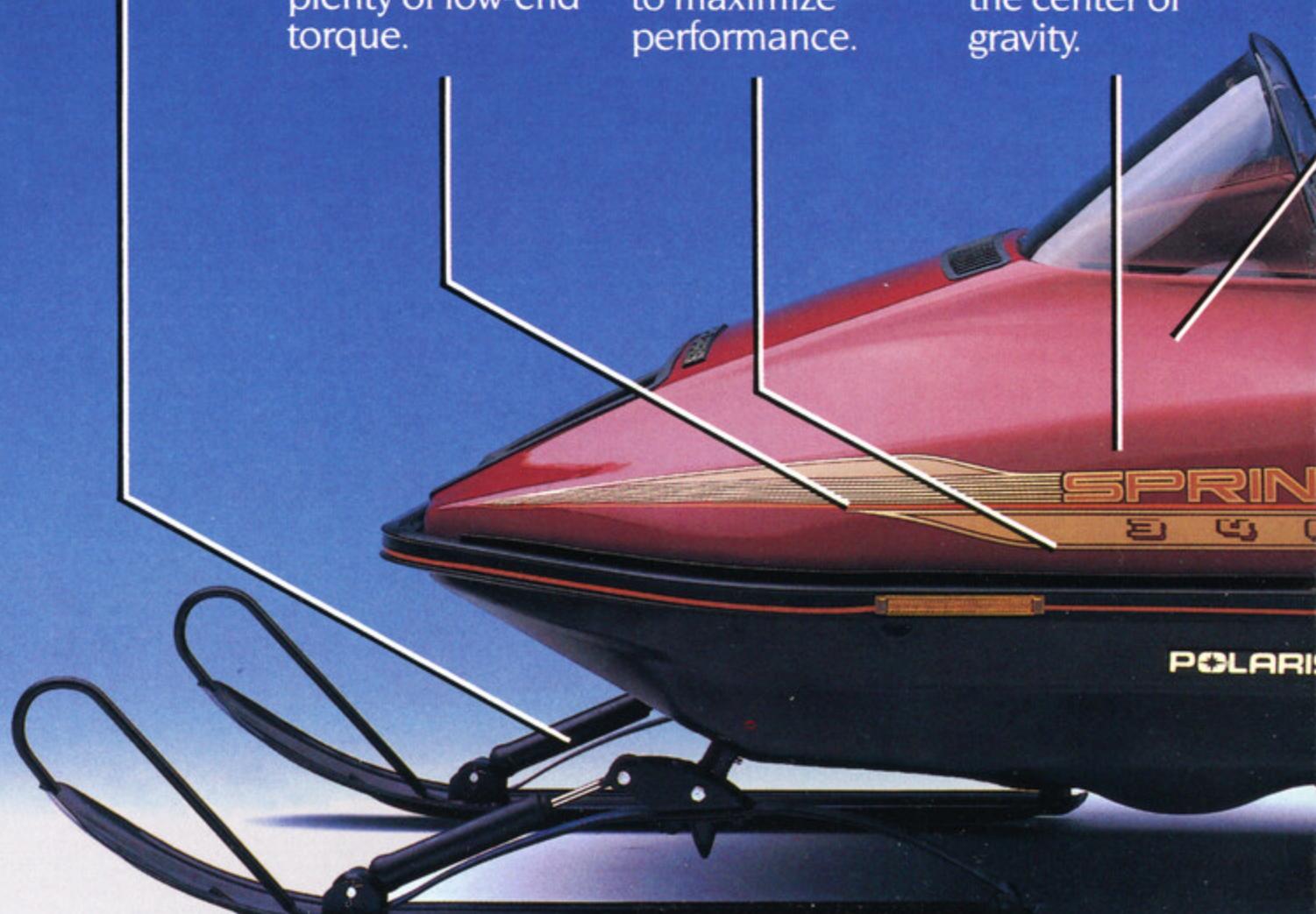
The new, twin-cylinder 340 cc Polaris-Fuji engine delivers smooth acceleration and plenty of low-end torque.

A rugged, Polaris-designed clutch is the industry standard. Dynamometer tested to maximize performance.

Exclusive Direct Drive reduces weight for improved performance. And lowers the center of gravity.

Mfg. Suggested Retail Price	\$2,399*/\$2,649*
Displacement	339 cc
Cooling	Fan Air
Number of Cylinders	Two
Bore/Stroke	62 mm/55.6 mm
Carburetors	Two Mikuni VM30SS-Slide
Brake Type	Mechanical Disc
Front Suspension	Monoleaf
Track Width	15 in. (38.1 cm)
Track Length	108 in. (274.3 cm)
Height, High Windshield (std.)	44.5 in. (113 cm)
Low Windshield (acc.)	37.5 in. (95.3 cm)
Length (incl. skis)	102 in. (259.1 cm)
Width	40 in. (101.6 cm)
Ski Center Distance	31 in. (78.7 cm)
Recommended Gas/Oil Mix	Oil Injection
Fuel Capacity	5.4 U.S. gal. (4.5 Imp. gal./20.5 l)
Electric Start, Tachometer, Speedometer	Acc./Std.
Handwarmers, Thumwarmer	Accessories

Shown with accessory low windshield.

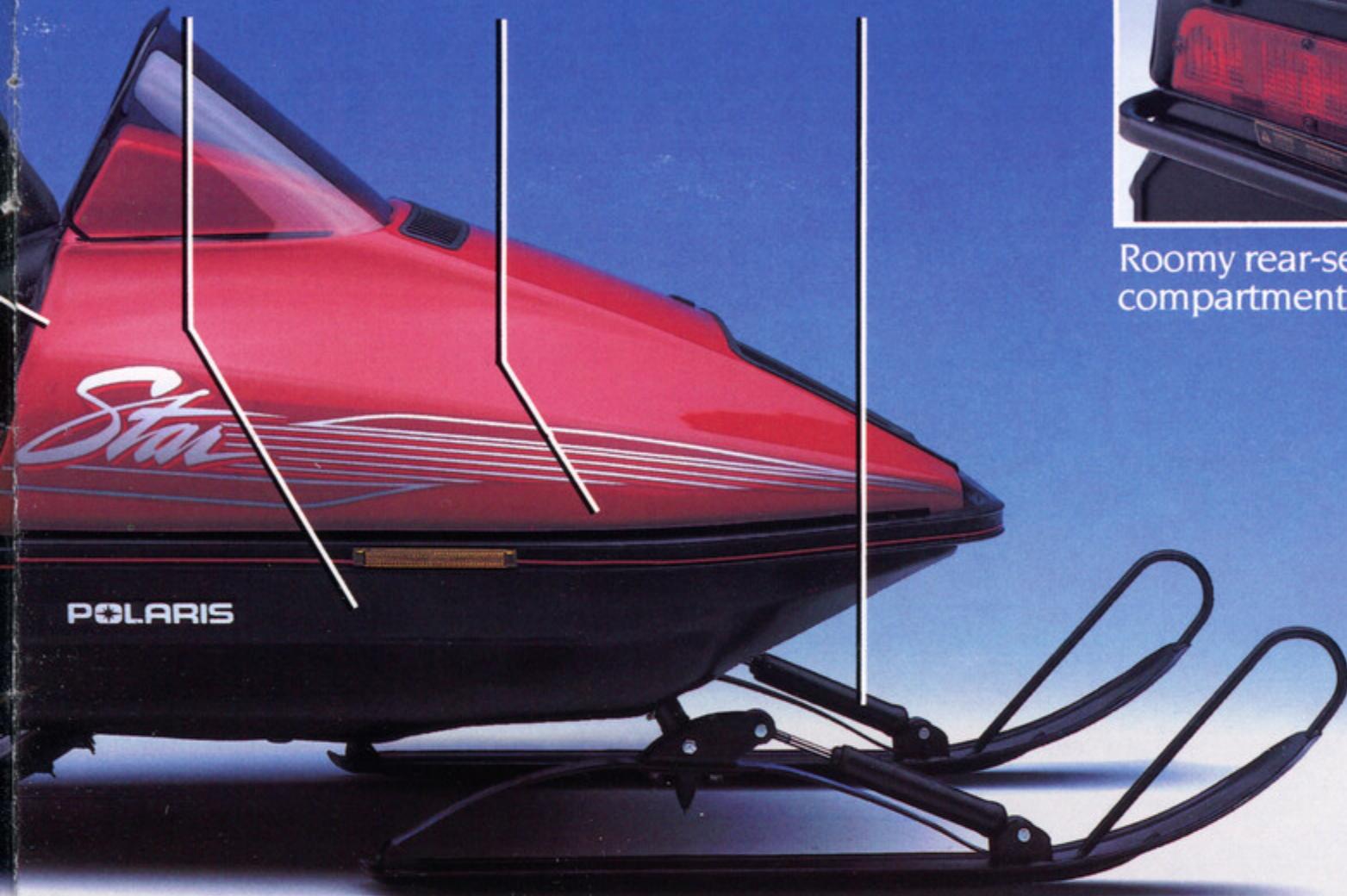


is designed with a lot of big ideas.

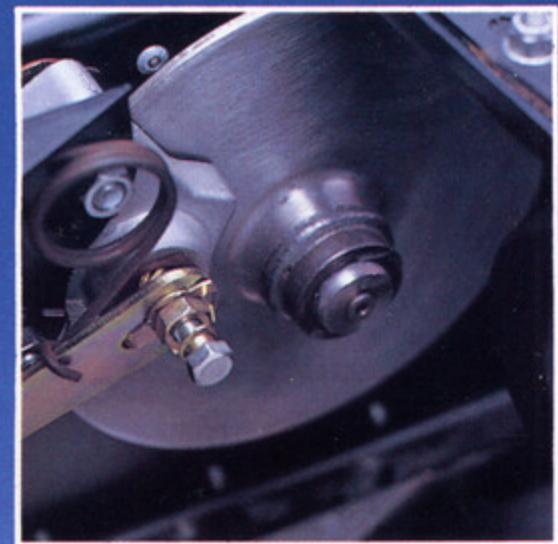
Direct Drive contributes to the Star's light weight, responsive handling and fuel-sipping mileage.

A dependable, single-cylinder 244 cc Polaris-Fuji engine has Capacitor Discharge Ignition and oil injection.

Heavy-duty shock absorbers work with the monoleaf front suspension to smooth out the ride.



Roomy rear-seat storage compartment.



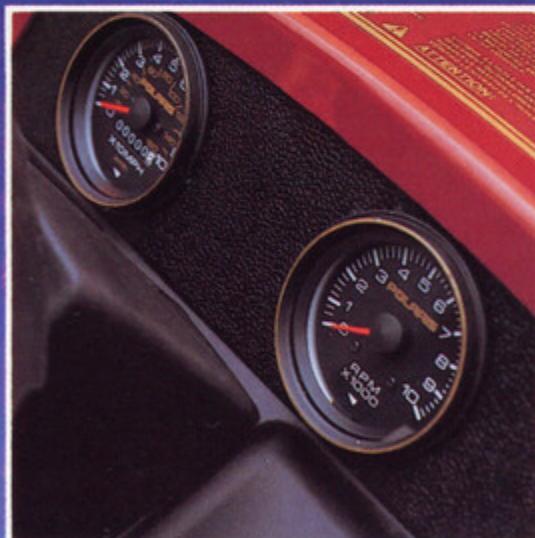
Proven mechanical disc brake.

buy an economy sled. Sprint 340/340 ES.

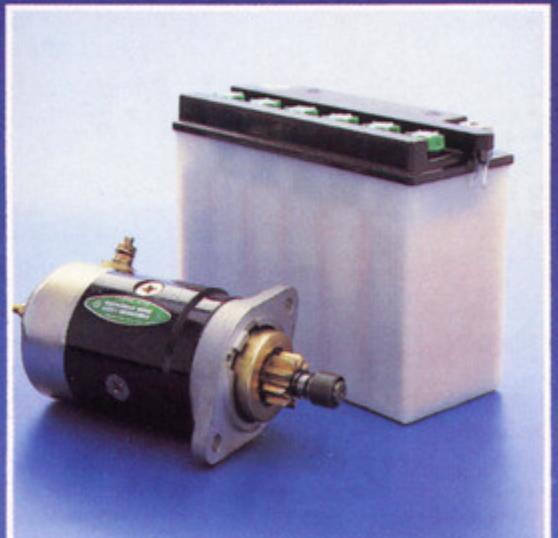
Convenient oil injection is standard.

The Sprint 340 ES adds factory-installed electric start, tachometer and speedometer as standard equipment.

Adjustable rear suspension has 5 inches of vertical travel, and an extra set of suspension wheels.



Full instrumentation is standard on the Sprint 340 ES.



The Sprint 340 ES also gives you electric start.

SS. The power and comfort will

The sporty, mid-priced Polaris SS is long on power and comfort. Perfectly suited to those single riders who are tall or like to stretch out. And equipped with all the ingredients you need to cook for two.

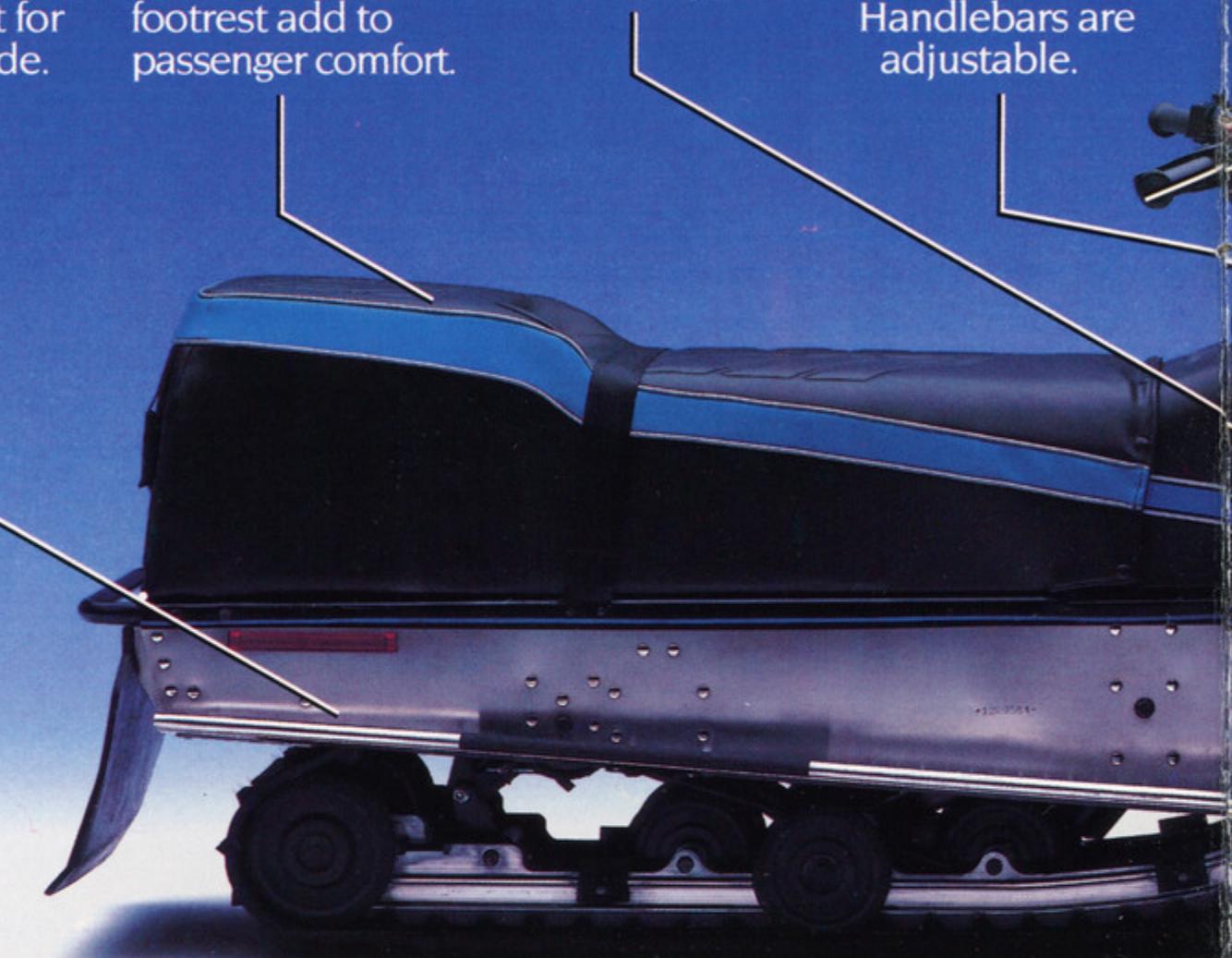
Mfg. Suggested Retail Price	\$2,799*
Displacement	432 cc
Cooling	Fan Air
Number of Cylinders	Two
Bore/Stroke	67.72 mm/60 mm
Carburetors	One Mikuni VM34SS-Slide
Brake Type	Mechanical Disc
Front Suspension	Monoleaf
Track Width	15 in. (38.1 cm)
Track Length	120 in. (304.8 cm)
Height, High Windshield (std.)	44.5 in. (113 cm)
Low Windshield (acc.)	37.5 in. (95.3 cm)
Length (incl. skis)	107.5 in. (273 cm)
Width	40 in. (101.6 cm)
Ski Center Distance	31 in. (78.7 cm)
Recommended Gas/Oil Mix	Oil Injection
Fuel Capacity	7.5 U.S. gal. (6.2 Imp. gal./28.4 l)
Tachometer, Speedometer	
Adj. Handlebars	Standard
Electric Start, Handwarmers	
Thumbwarmer	
Accessories	

An extra-long tunnel and track provide outstanding deep-snow capability and extra comfort for the two-up ride.

A thickly padded, stepped seat is cut-and-sewn, and form-fitted. Hand strap and footrest add to passenger comfort.

With the large fuel tank, the SS will take you deep into the woods, and back again.

Speedometer, tachometer, and fuel and oil sight gauges let you monitor the fun. Handlebars are adjustable.



Long Track. The sled that pulls you through the deep

There are a lot of workhorse sleds on the market. Among them, Long Track is the purebred. It makes every other deep-snow sled stop and take notice. What we added to the 1986 Long Track makes it better than ever.

Mfg. Suggested Retail Price	\$3,099*
Displacement	432 cc
Cooling	Fan Air
Number of Cylinders	Two
Bore/Stroke	67.72 mm/60 mm
Carburetors	One Mikuni VM30SS-Slide
Brake Type	Mechanical Disc
Front Suspension	Monoleaf
Track Width	15 in. (38.1 cm)
Track Length	148 in. (375.9 cm)
Height	44.5 in. (113 cm)
Length (incl. skis)	120.25 in. (305.4 cm)
Width	40 in. (101.6 cm)
Ski Center Distance	31 in. (78.7 cm)
Recommended Gas/Oil Mix	Oil Injection
Fuel Capacity	7.5 U.S. gal. (6.2 Imp. gal./28.4 l)
Speedometer	Standard
Tachometer, Handwarmers	
Thumbwarmer	
Accessories	

The 440 cc Polaris-Fuji twin, coupled with a chaincase geared low, will solve any load-pulling problem you can think of.

New, convenient oil injection lets you pour instead of mix.

The high headlight gives maximum visibility.



surprise you. So will the price.

For even greater comfort, order your SS with electric start and hand-warmers.

Direct Drive and a rugged Polaris-built clutch deliver smooth power from the 440 cc Polaris-Fuji twin.

Heavy-duty shock absorbers work with the monoleaf front suspension to smooth out the ride.



The Polaris SS offers true two-up comfort.



Adjustable, long-travel rear suspension and an extra long track take you through the deepest snow.

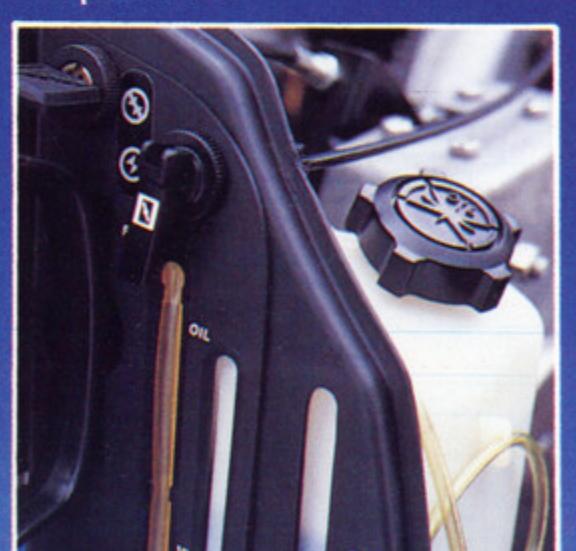
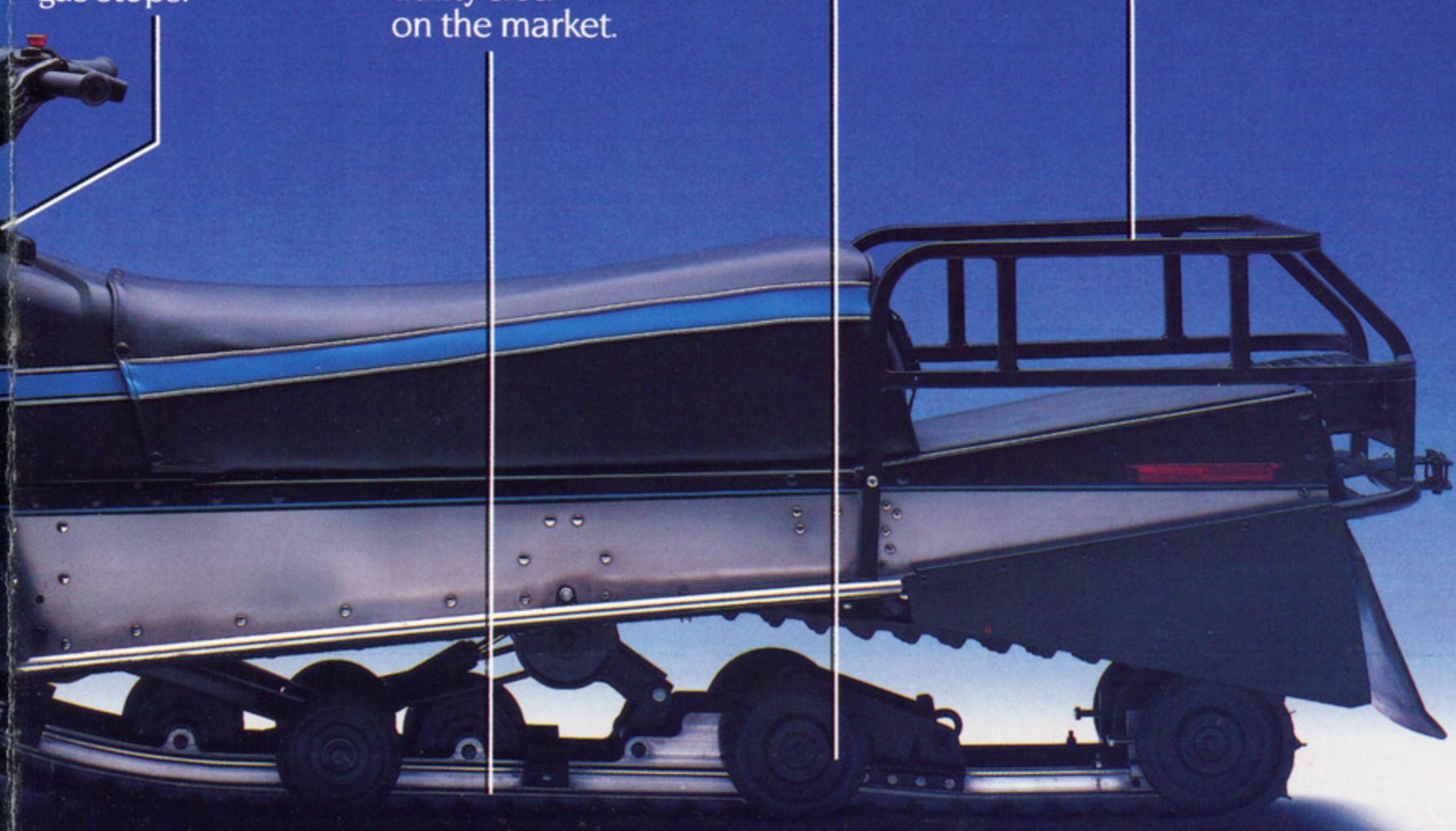
est snow now takes you even deeper into the woods.

The new, larger fuel tank holds 7.5 gal., so you can go even further between gas stops.

With 148 inches of pure traction, the Long Track has the longest footprint of any utility sled on the market.

Our revolutionary pivoting rear suspension prevents getting hung up on the trail.

Large-capacity storage rack and heavy-duty tow hitch are standard.



Top: New oil injection is convenient, reliable.
Bottom: Unique pivoting rear suspension.

For those who thought Polaris made the best trail sled

The smooth and elegant Indy Trail lets you ride all day in confidence and comfort. A best seller for three consecutive years, it returns in '86 with a new, bigger engine that delivers 17% more horsepower.

Mfg. Suggested Retail Price	\$3,499*
Displacement	488 cc
Cooling	Fan Air
Number of Cylinders	Two
Bore/Stroke	72 mm/60 mm
Carburetors	Two Mikuni VM34SS-Slide
Brake Type	Hydraulic Disc
Front Suspension	Coil Spring Over Shock IFS
Track Width	15 in. (38.1 cm)
Track Length	120.96 in. (307.2 cm)
Height	42 in. (106.7 cm)
Length (incl. skis)	106.25 in. (269.9 cm)
Width	41.62 in. (105.7 cm)
Ski Center Distance	36.5 in. (92.7 cm)
Recommended Gas/Oil Mix	Oil Injection
Fuel Capacity	7.3 U.S. gal. (6.1 Imp. gal./27.7 l)
Tachometer, Speedometer, Handwarmers	Standard
Electric Start, Thumbwarmer	Accessories

A large storage compartment. Quick-release cover snaps let you reach items while seated.

Long-travel rear suspension smooths out any trail, including the 1,000 mile Iron Dog Classic. Won in 1984 on an Indy Trail.

Standard equipment includes handwarmers, padded fuel tank tachometer, speedometer, and fuel gauge.

Only Polaris has a hydraulic disc brake. *Snowmobile* magazine called it the "benchmark for deceleration."



Before other sleds can hope to measure up

When it comes to trail-blazing speed, the Indy 400 doesn't trail anyone. Everything about it is engineered to outrun, outride and outlast the competition.

Mfg. Suggested Retail Price	\$3,749*
Displacement	398 cc
Cooling	Liquid
Number of Cylinders	Two
Bore/Stroke	65 mm/60 mm
Carburetors	Two Mikuni VM34SS-Slide
Brake Type	Hydraulic Disc
Front Suspension	Coil Spring Over Shock IFS
Track Width	15 in. (38.1 cm)
Track Length	120.96 in. (307.2 cm)
Height	40 in. (101.6 cm)
Length (incl. skis)	106.25 in. (269.9 cm)
Width	41.62 in. (105.7 cm)
Ski Center Distance	36.5 in. (92.7 cm)
Recommended Gas/Oil Mix	Oil Injection
Fuel Capacity	7.3 U.S. gal. (6.1 Imp. gal./27.7 l)
Tachometer, Speedometer, Handwarmers, Thumbwarmer	Accessories
High Temp. Indicator	Standard

Wide-stance IFS gives the Indy 400 its famous handling and control.

We make our own clutch. The industry standard, it's lightweight, torque sensitive, and virtually maintenance free.

The 398 cc Polaris-Fuji engine with twin Mikunis delivers massive torque across a wide range of RPM.

Exclusive hydraulic disc brake. No cables to stretch. Just smooth, light-touch braking.

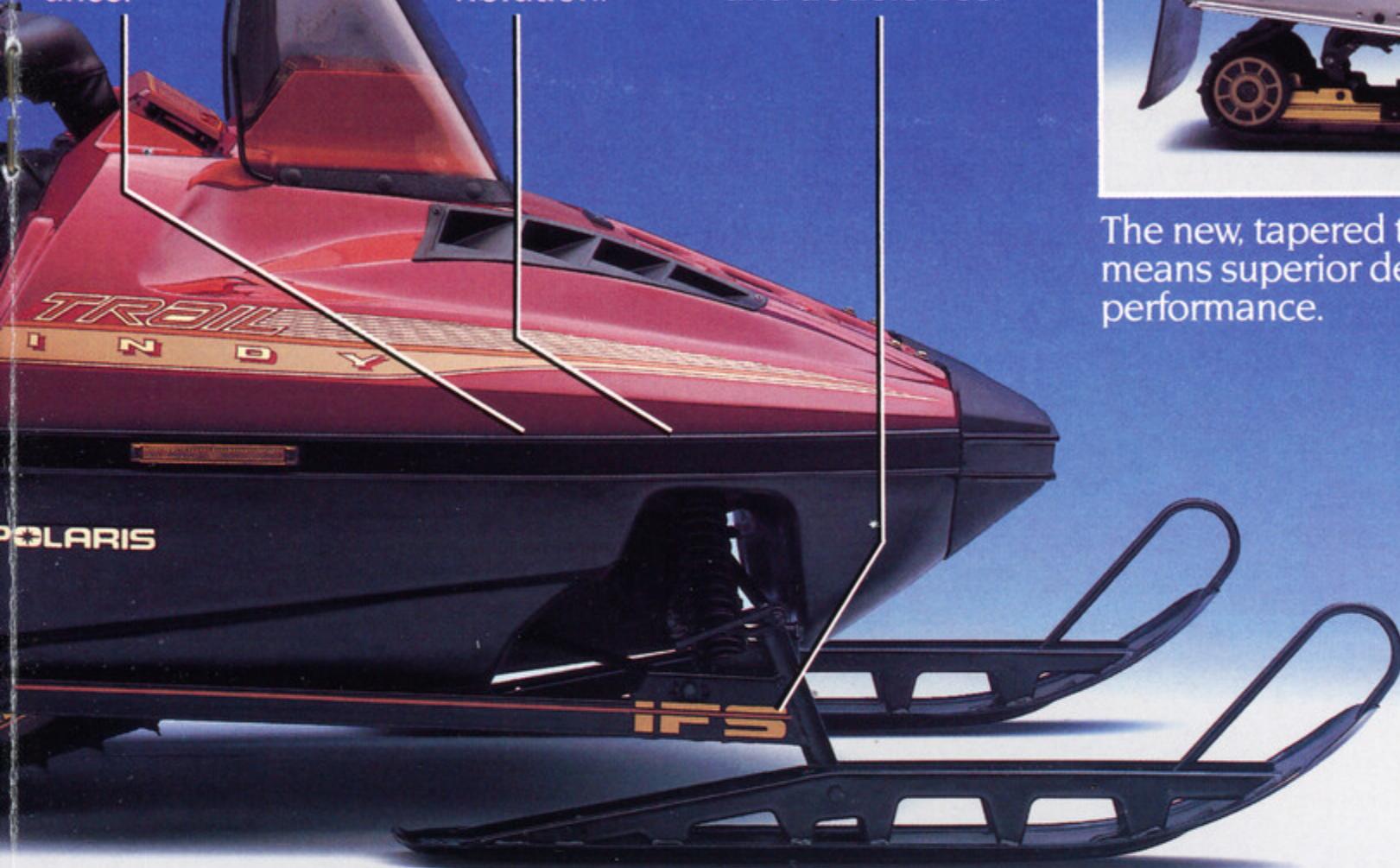


ed, more power to you. Introducing the 488 Indy Trail.

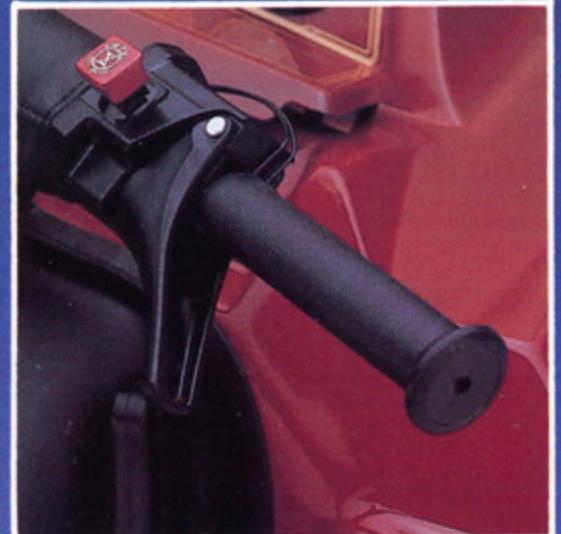
Our clutch is the industry standard. Tuned for low-end performance.

The new, more powerful 488 cc twin has Mikuni carbs, and a new engine mount for less chassis vibration.

Snow Goer magazine called Polaris IFS one of the 10 best ideas in snowmobile history: "bulletproof and trouble free."



The new, tapered tunnel means superior deep-snow performance.



Handwarmers are standard.

up to the Indy 400, they have to catch one.

The cooling system's heat exchangers warm your feet, while they cool the engine.

Long-travel rear suspension is tuned for high trail speeds, with more useable travel than any other sled on the market.

The new, tapered tunnel increases clearance for superior deep-snow performance.



Heat exchangers help keep your feet warm.



The engine is cooled without bulky radiators and complicated plumbing.

Indy 600. There's only one thing more exciting

No other sled can match the Indy 600 for speed, finesse and style. For years, it's been the one to beat. If you're not on an Indy 600, chances are you're behind one.

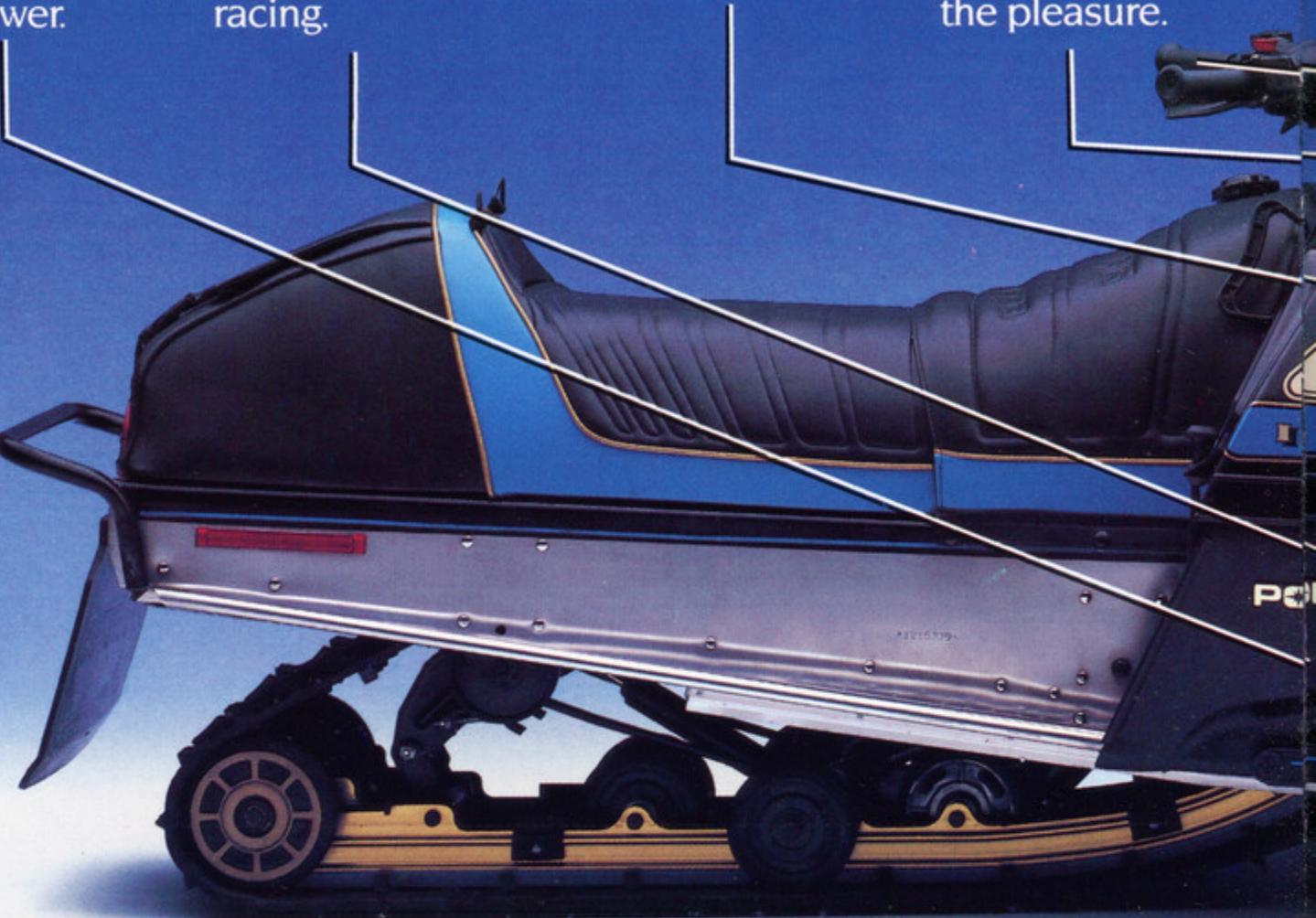
Mfg. Suggested Retail Price	\$4,999*
Displacement	597 cc
Cooling	Liquid
Number of Cylinders	Three
Bore/Stroke	65 mm/60 mm
Carburetors	Three Mikuni VM38SS-Slide
Brake Type	Liquid Cooled Hyd. Disc
Front Suspension	Coil Spring Over Shock IFS
Track Type	Molded Rubber, Studded
Track Width	15 in. (38.1 cm)
Track Length	120.96 in. (307.2 cm)
Height	40 in. (101.6 cm)
Length (incl. skis)	106.25 in. (269.9 cm)
Width	41.62 in. (105.7 cm)
Ski Center Distance	36.5 in. (92.7 cm)
Recommended Gas/Oil Mix	Oil Injection
Fuel Capacity	7.3 U.S. gal. (6.1 Imp. gal./27.7 l)
Tachometer, Speedometer	
High Temp. Indicator	Standard
Handwarmers, Thumbwarmer	Accessories

Exclusive, Polaris-designed exhaust is formed and baffled to optimize back pressure, and maximize horsepower.

Our cool running, long-life clutch is race-proven for instant response. Easily adjusted for high performance racing.

An extra-capacity cooling system keeps the Indy 600 running fast, even in mild weather.

Full instrumentation—plus a high temperature light—lets you monitor the performance as you measure the pleasure.



We think a Limited Edition Indy should take your breath away.

Last year, our Special Edition Indy 600 was very popular. In fact, some people thought it went too fast. Introducing the Indy 600 Limited Edition, for the man who knows where he's going and how to get there. Fast.

Mfg. Suggested Retail Price	\$5,549*
Displacement	597 cc
Cooling	Liquid
Number of Cylinders	Three
Bore/Stroke	65 mm/60mm
Carburetors	Three Mikuni VM38SS-Slide
Brake Type	Liquid Cooled Hyd. Disc
Front Suspension	Coil Spring Over Shock IFS
Track Type	Molded Rubber, Studded
Track Width	15 in. (38.1 cm)
Track Length	120.96 in. (307.2 cm)
Height	40 in. (101.6 cm)
Length (incl. skis)	106.25 in. (269.9 cm)
Width	41.62 in. (105.7 cm)
Ski Center Distance	36.5 in. (92.7 cm)
Recommended Gas/Oil Mix	Oil Injection
Fuel Capacity	7.3 U.S. gal. (6.1 Imp. gal./27.7 l)
Tachometer, Speedometer	Standard
High Temp. Indicator, Handwarmers	Standard
Thumbwarmer	Accessory

Special chrome ski covers and chrome suspension.

Chrome bumpers, hinges and fittings.

New gunmetal blue hood and distinctive LE pinstriping.

Chrome belt clips.

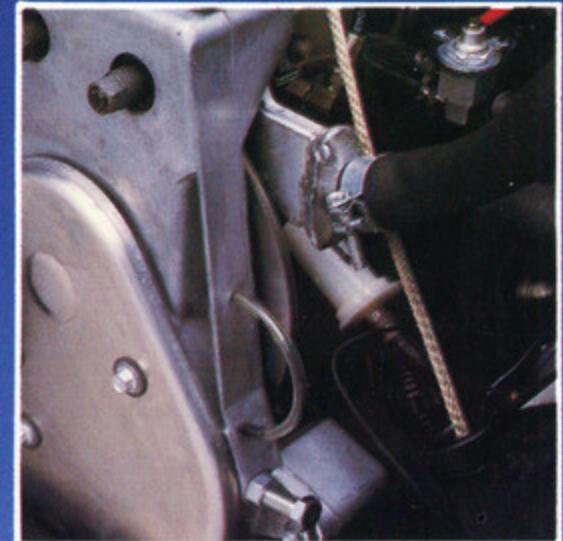
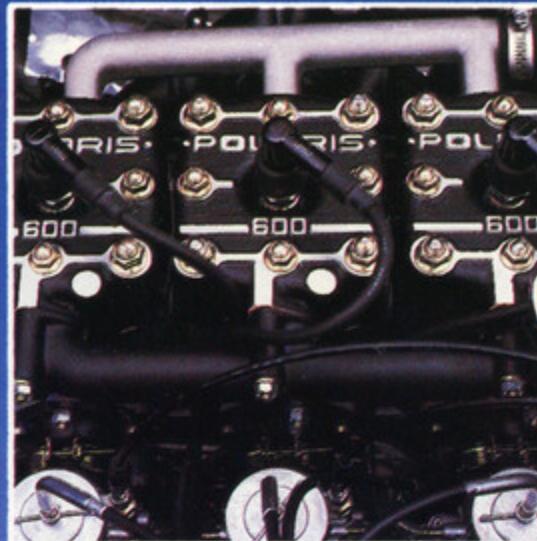


than building the world's fastest sled. Riding it.

The only sled with a liquid-cooled hydraulic disc brake. When you go this fast, you must stop this fast.

The only three-cylinder snowmobile in production. With three Mikuni carbs for the ultimate in response and power.

A full 6 inches of travel front and rear. And, for the serious racer, camber adjustment for more bite on the outside ski.



The only three-cylinder engine made, liquid-cooled for even greater power and efficiency.

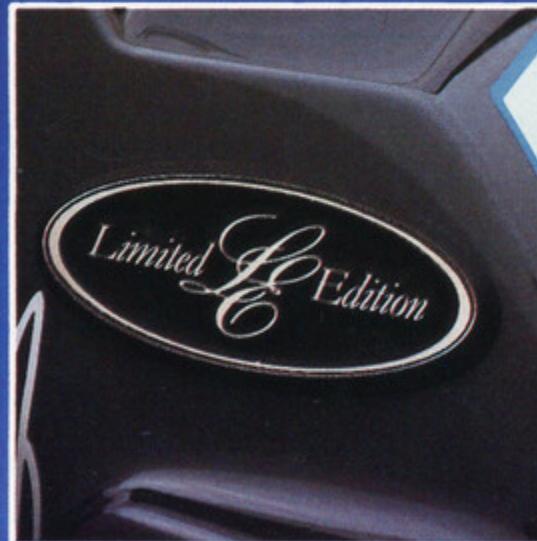
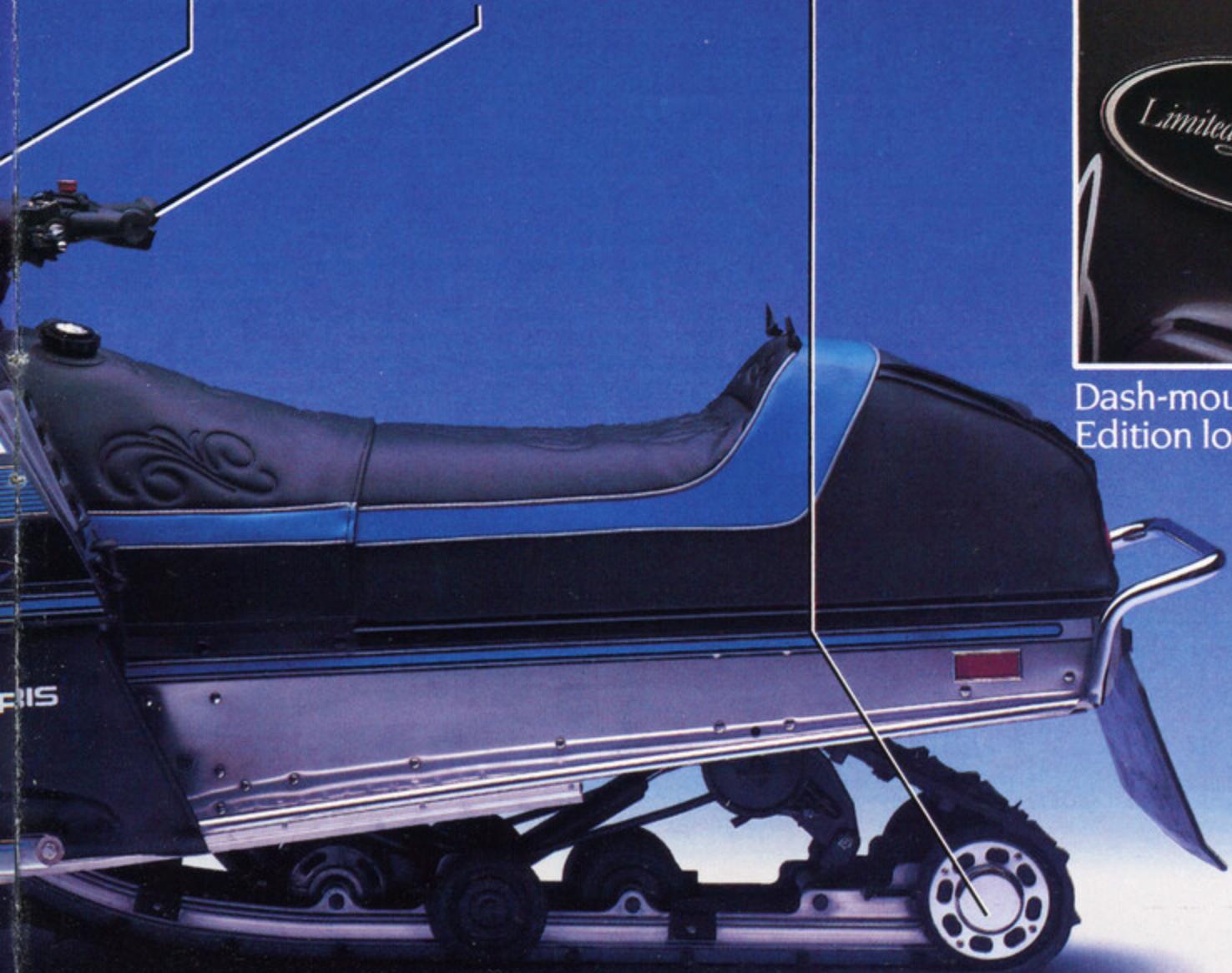
A liquid-cooled brake is a must for a sled with this much power.

ath away. Even when it's standing still. Indy 600 LE.

Chrome-covered instrument panel.

Handwarmers are standard.

Chrome rear wheel cover.



Dash-mounted Limited Edition logo.



Enough chrome to turn the night sky into daylight.

Like our sleds, our clothing

Polaris Winter-wear is designed for the maximum in warmth, comfort and good looks. With extra features built in for the active snowmobiler. All nylon jackets and bibs feature two exterior flannel-lined pockets and one interior pocket.

Jackets also have knit Orlon interior cuffs and elasticized waistband, and pants have elasticized, adjustable bib straps, snowflaps in pant legs, and double-seat construction for added water resistance.



Crew-neck
sweaters in popu-
lar Polaris colors.
100% Orlon acrylic
knit.



All Polaris helmets
meet DOT safety
standards. Ventilation
system and coated shield
reduce fogging.



New Goretex®
Thinsulate® gloves
are waterproof
and wind resistant.



Mittens and gloves
are drum dyed for
greater flexibility.
Additional leather
reinforcement on
the palm.

New for 1986 is a
nylon children's
suit. It features
double knees and
seat, reflective
Scotchlite® trim
and special,
adjustable pant
legs for seasons
of use.

All stress points,
corners and main
zippers are bar-
tacked for extra
strength.

Windflaps on
pants and jackets
add extra water
and wind
resistance.

Polaris SS Suit.

Indy Trail/
Sprint 340 Suit.



is looking smarter than ever.



Heat reflective glove and mitt liners.



Face masks feature extra long flaps for increased protection.



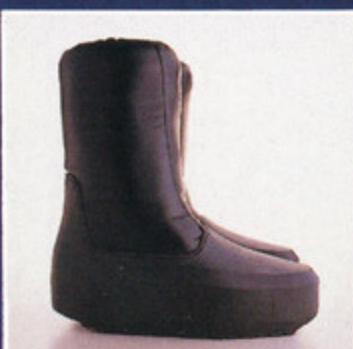
Polaris knitwear is 100% Orlon acrylic.



New Polaris spring-fall jacket is fully insulated, with knit cuffs and waistband.



A new line of U.S.-made Polaris boots features oil-tanned black leather upper, rubber bottom.



Polaris moon boots feature a nylon upper with a molded rubber toe and outersole, and heavy-duty liner.

Indy 400 Suit.

Full-length, two-way nylon zippers provide easy access and resist ice adhesion.

Full-length, two-way nylon zippers provide easy access and resist ice adhesion.

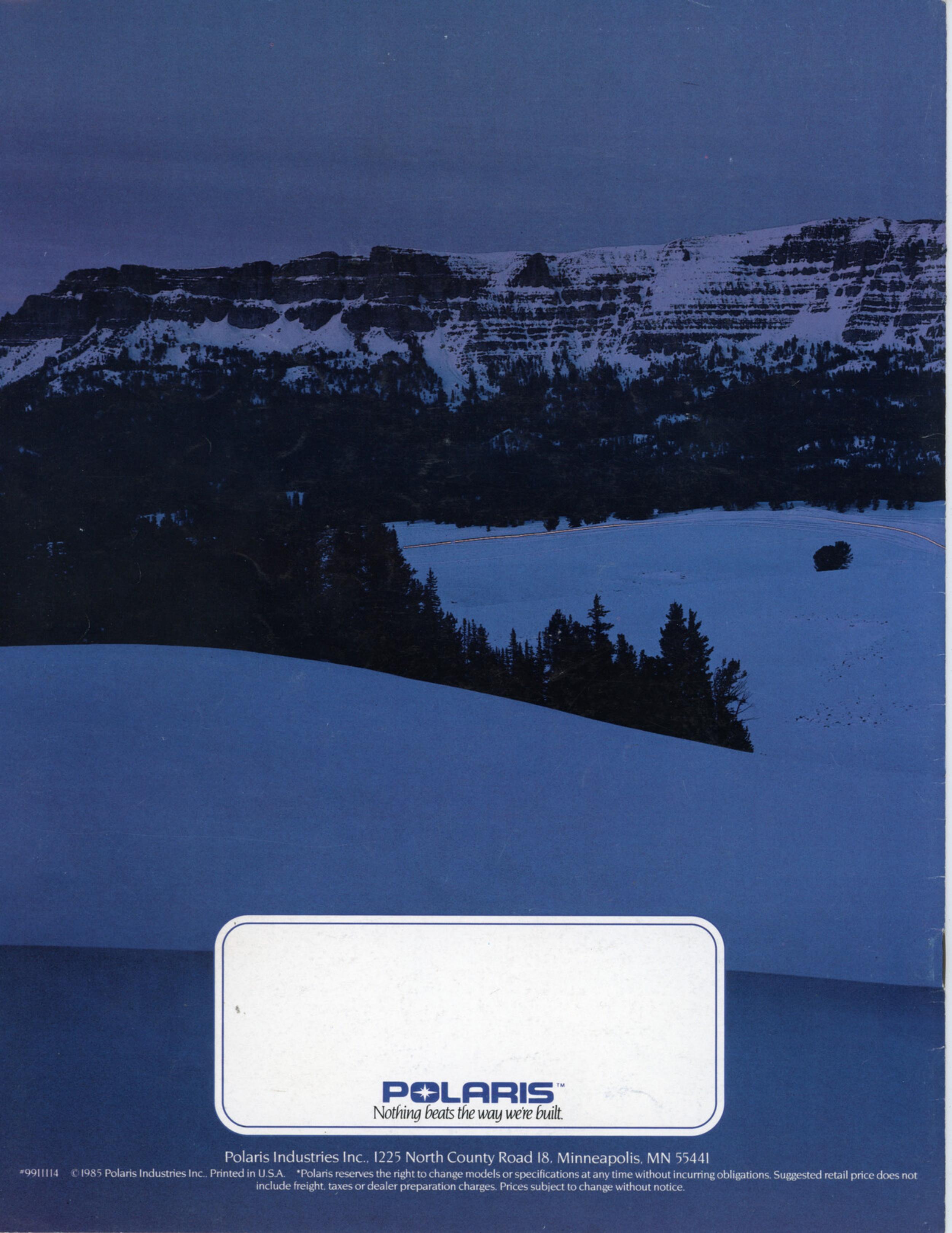
Dupont 808 Hollowfil® insulation is quilted to eliminate cold spots.

Interior seams and cuffs are safety serged to prevent unraveling.

Zepel® coating protects the jacket's appearance.

The Indy 600 suit has polyurethane outershell designed for a high degree of water resistance. It stays warm and flexible.





POLARISTM
Nothing beats the way we're built.

Polaris Industries Inc., 1225 North County Road 18, Minneapolis, MN 55441

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